

ATTACHMENT 5.3
UPDATE: PILUT RTP EIR MANAGEMENT PLAN

ENERGY AND ENVIRONMENT COMMITTEE
MARCH 6, 2003

MEMO

TO: Community, Economic and Human Development,
Energy and Environment Committee, and
Transportation and Communications Committee

FROM: Mark Butala, SCAG Senior Planner, 213-236-1945, butala@scag.ca.gov;
Ted Harris, SCAG Associate Planner, 213-236-1916, harrist@scag.ca.gov;
Philip Law, SCAG Associate Planner, 213-236-1841, law@scag.ca.gov;

DATE: March 6, 2003

SUBJECT: PILUT Process and EIR Update: Planning for Integrated Land Use and Transportation

Recommended Action:

Receive and File

SUMMARY:

The purpose of this memo and presentation is to clarify the process to produce the PILUT (Planning for Integrated Land Use and Transportation) 2004 Regional Transportation Plan (RTP) and Environmental Impact Report (EIR).

BACKGROUND:

The PILUT 2004 RTP/EIR process will explore the nexus between growth and transportation, and this exploration will be guided by Compass Growth Visioning. This integrated evaluation will analyze a range of Alternatives, including growth strategies that will help shape the future urban form of Southern California. The process will begin by moving forward five initial growth scenarios, including:

- Trend Projection,
- Local Input Projection,
- Technically Balanced Growth Projection,
- COMPASS Scenario 1, and
- COMPASS Scenario 2.

These five growth scenarios will be developed into five¹ initial RTP/EIR Alternatives, which are each a cohesive, distinct set of

- transportation investments
- transportation policies
- growth policies, and
- a growth projection.

¹ In addition to the required CEQA No Project Alternative (California Environmental Quality Act (CEQA))

After subjecting the initial Alternatives to financial, environmental, and legal feasibility screening, the feasible Alternatives will be comprehensively evaluated using transportation, land use, environmental, and economic criteria. This robust evaluation will reinforce the ongoing Compass Growth Visioning effort, will supply the foundation for the environmental effects and alternatives-analysis in the PILUT EIR, and will supply decision-makers and the public with useful and balanced information to help inform the selection of the preferred 2004 RTP Alternative.

Prominence of Environmental Factors:

The EEC approved the PILUT Process in February 2003, with the condition that environmental factors receive greater consideration and priority. The discussion below clarifies how the PILUT Process will give more prominence to environmental factors.

In the near term, environmental factors, such as habitat, air quality, water quality, water supply, environmental justice, etc., will be more comprehensively considered in the development and evaluation of the RTP/EIR Alternatives. As stated above, each RTP/EIR Alternative will include a cohesive set of 1) transportation investments, 2) transportation policies, 3) growth policies, and 4) a growth projection. These comprehensive PILUT Alternatives will allow us to analyze the future cumulative environmental effect that would be expected to result from each set of transportation investments and transportation/growth policies, thus, allowing us to directly compare the environmental, social, and economic tradeoffs among Alternatives.

Over the long-term, the ongoing PILUT Process will help guide the Southland to a more sustainable future. Environmental factors will be comprehensively considered in every update of the RTP, and the comprehensive design of each adopted PILUT RTP will include complementary transportation investments and growth strategies. These integrated strategies will provide more effective tools to help improve the future livability, environmental quality, and accessibility throughout the Region. Likewise, the Compass Growth Visioning process and the Regional Comprehensive Plan updates will expand and strengthen the consideration of environmental factors as SCAG helps guide the future urban form of Southern California.

The EEC will need to champion environmental considerations to ensure that environmental factors receive a prominent role in SCAG's decision-making process. There will likely be difficult tradeoffs among social, economic, and environmental factors, and environmental leadership will be needed to fully carry out the EEC's conditional approval—to give greater weight to environmental factors throughout the PILUT Process.

PILUT 2004 RTP/EIR Environmental Analysis:

Environmental analysis for the 2004 RTP/EIR will focus on issues that are most important to the EEC, the Regional Council, and the public. Multiple methods will be employed to compare each Alternative, including quantitative, ordinal, and qualitative measures. The level of analysis will be regional in scale, and the methodology will need to be practical (technically feasible).

For example, spatial analysis (comparing maps with different “environmental footprints”) can provide a straightforward and useful method to effectively estimate a wide range of

environmental effects of each RTP/EIR Alternative. Spatial analysis will more adequately disclose indirect and cumulative environmental effects associated with the different future urban forms projected for each RTP/EIR Alternative. Since different urban forms consume different levels of natural resources, the new approach will help reveal the relative (ordinal) environmental effects of each Alternative. For instance, an urban form that minimizes the total, regional consumption of natural land, would be expected to cause less adverse effects on the environment than an urban form that consumes more land. Likewise, a future urban form with less total regional impervious surface would be expected to be better for regional water quality.

The PILUT approach will allow us to more comprehensively consider the relative environmental effects of each Alternative on a much wider range of environmental factors. Criteria below are included to help foster an initial dialogue about potential regional-scale environmental measures to objectively evaluate the cumulative environmental costs and benefits of each PILUT 2004 RTP/EIR Alternative:

1. Regional Environmental Footprint: total acres of developed land (urban, suburban, etc.)
2. Sensitive Habitat: total acres of sensitive land consumed (wetlands, riparian, habitat corridors, etc.)
3. Habitat Fragmentation: total regional connectivity of natural landscapes
4. Water Quality: regional water pollution measured by total acres of impervious surface and proximity of impervious surface to riparian areas (if feasible).
5. Regional Water Demand: total acre feet of water needed to support each Alternative
6. Air Quality: criteria pollutants
7. Economic Equity (comparing variance of median household income by TAZ)
8. CEQA Compliance (California Environmental Quality Act)

PILUT 2004 RTP Environmental Impact Report (EIR)

The PILUT EIR approach will make environmental analysis more timely, useful, and relevant. Environmental factors will be considered from the beginning of the process, including the development of initial RTP/EIR Alternatives. Environmental analysis will be conducted early enough to offer useful environmental information to help inform the selection of the preferred 2004 RTP/EIR Alternative. This environmental analysis will then supply the foundation for the environmental impacts discussion in the PILUT EIR.

The goal of the PILUT EIR plan of action is to produce a useful and efficient EIR.

The PILUT EIR Team will efficiently:

- coordinate data, modeling, analysis, production, and management,
- maximize staff resources by utilizing special training/skills of SCAG staff, and
- avoid duplication of efforts.

MEMO

Furthermore, the PILUT EIR Team will effectively:

- produce a useful and legally adequate document,
- highlight environmental factors during development and evaluation of the RTP/EIR alternatives,
- integrate environmental planning into the RTP and Compass Growth Visioning as early and comprehensively as feasible, and
- expand public participation throughout the RTP, Compass Growth Visioning, and EIR process.

Staff have begun carrying out a plan to efficiently utilize the skills and talents of in-house personnel to produce substantial portions of the EIR on time and within the requirements of state law. The tentative timeline below outlines EIR tasks, from initial activities to the adoption of the Final RTP EIR in April 2004.

The EEC is the primary decision-making body to guide the development of the 2004 RTP EIR, and staff encourage active participation from the EEC throughout the PILUT EIR Process.

EIR Timeline

Current Activities

Update Environmental Setting
Develop Analytical Maps
Finalize EIR methodology
Develop Growth Scenarios
Develop EIR/RTP Alternatives
Public Participation

May – Fall 2003

Evaluate Environmental Effects
Technical Environmental Studies as needed
Compare Alternatives
Develop Mitigation Measures
Public Participation

Fall 2003

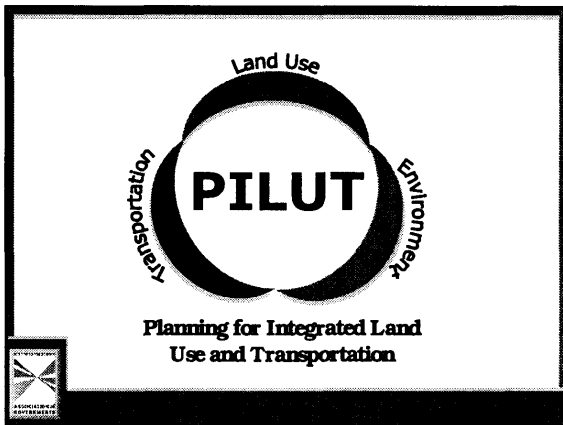
Release Draft RTP EIR
Public Outreach

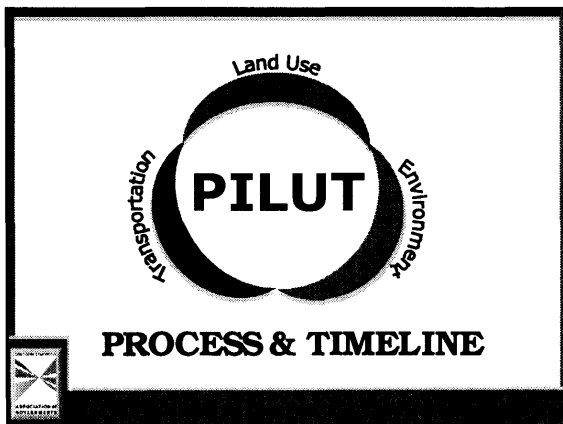
Winter 2003-2004

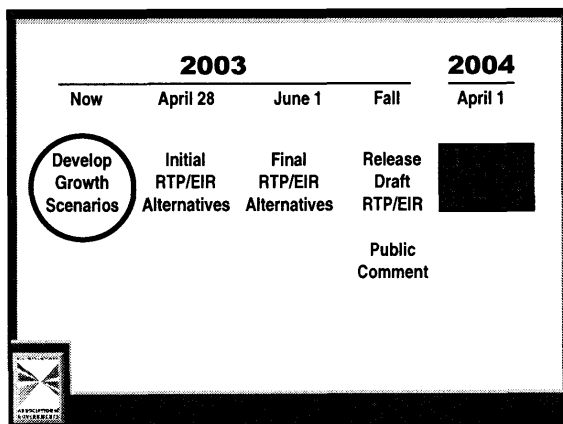
Compile and Respond to Comments
Develop Mitigation Monitoring and Reporting Program

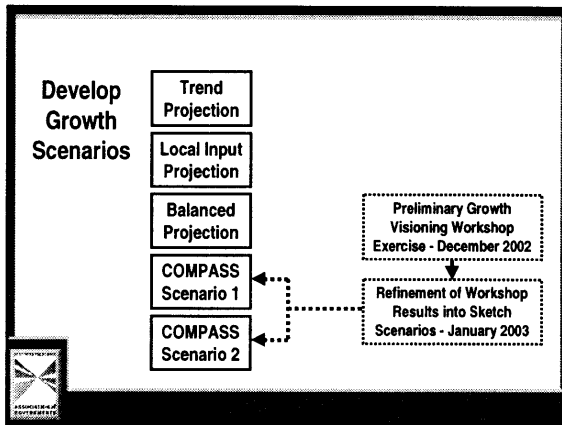
April 1, 2004

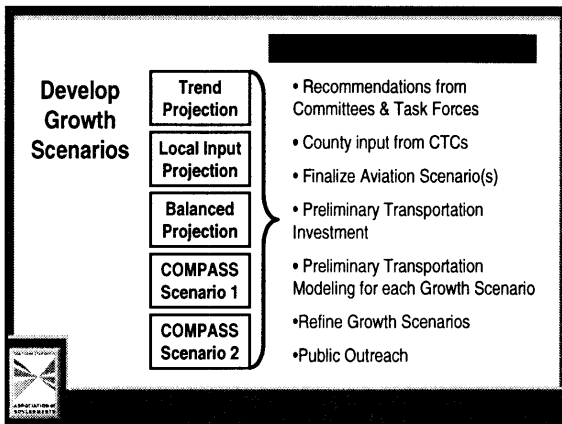
Adopt Final EIR and Findings
Begin Implementing the Final Mitigation Monitoring and Reporting Program

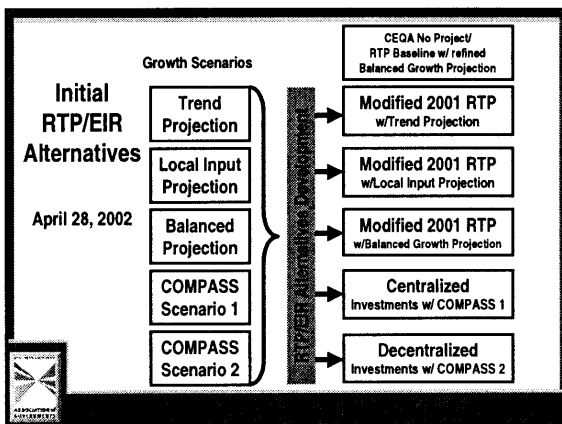


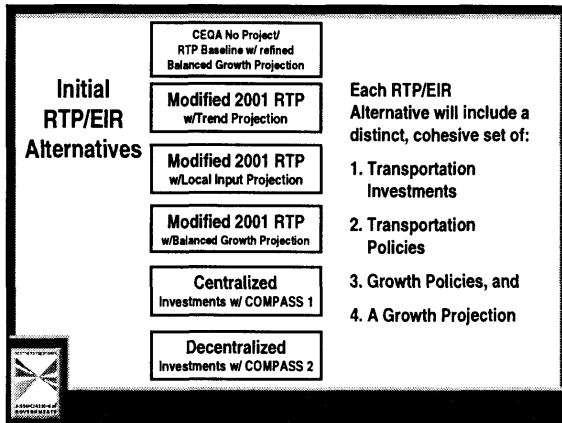


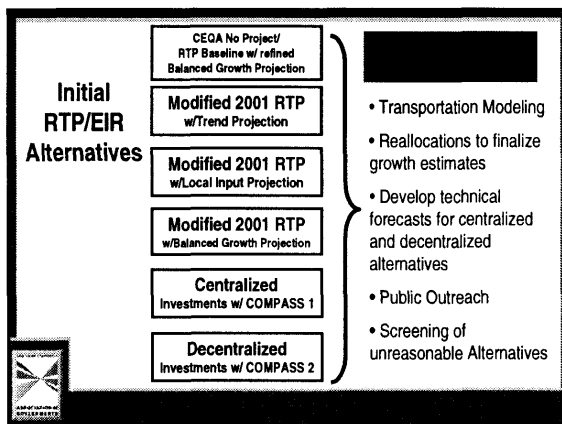


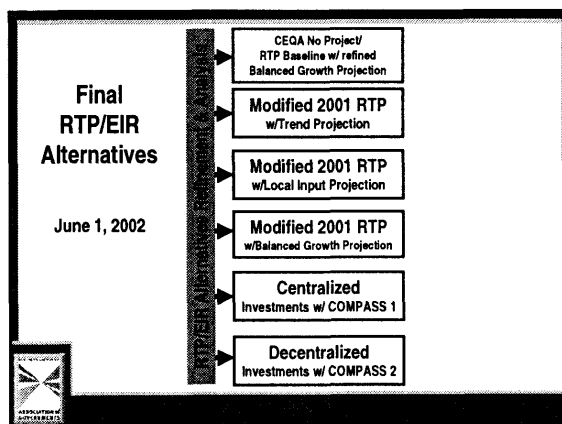


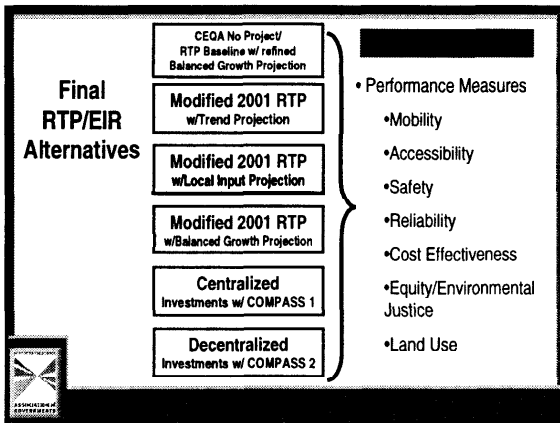


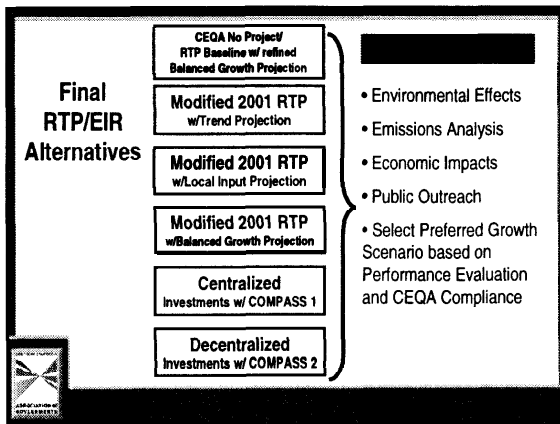


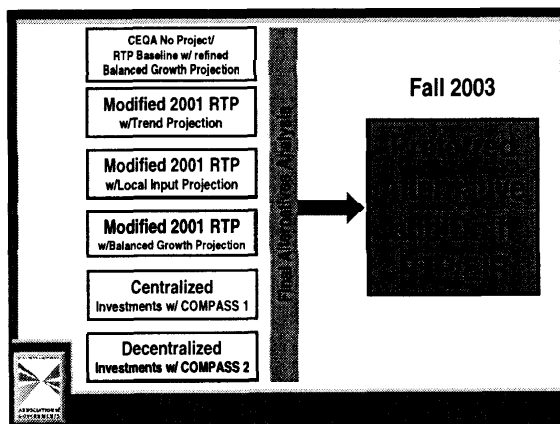


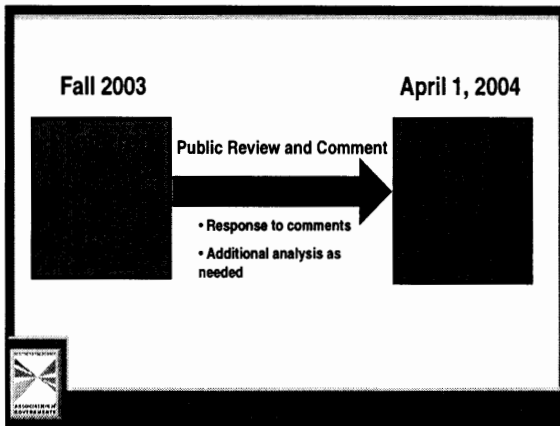












Prominence of Environmental Factors

- EEC conditional approval in February 2003
- Environmental factors receive greater consideration and priority throughout the process
 - 2004 RTP/EIR environmental analysis
 - Compass, Regional Comprehensive Plan, and future RTP/EIRs
 - Environmental leadership

The slide features a title 'Prominence of Environmental Factors' at the top. Below it is a bulleted list with two main items. The second item has three sub-points indicated by double dashes. A small logo for the 'U.S. DEPARTMENT OF TRANSPORTATION' and 'FEDERAL HIGHWAY ADMINISTRATION' is in the bottom left corner.



PILUT 2004 RTP/EIR Environmental Analysis

- Focus on issues that are important to the EEC, RC, and public
- Quantitative, ordinal, and qualitative measures
- Regional in scale
- Technically feasible
- Spatial analysis--comparing maps with different "environmental footprints"

The slide features a title 'PILUT 2004 RTP/EIR Environmental Analysis' at the top. Below it is a bulleted list with five items. A small logo for the 'U.S. DEPARTMENT OF TRANSPORTATION' and 'FEDERAL HIGHWAY ADMINISTRATION' is in the bottom left corner.



Potential Environmental Criteria:

- Regional Environmental Footprint
- Sensitive Habitat
- Habitat Fragmentation
- Water Quality
- Regional Water Demand
- **Air Quality**
- Economic Equity
- CEQA Compliance


2004 PILUT RTP EIR

- Timely and relevant
- Analysis will inform the selection of the preferred 2004 RTP/EIR Alternative
- Efficient and Effective

The PILUT EIR Team will Efficiently:

- Coordinate data, modeling, analysis, production, and management
- Maximize staff resources by utilizing special training/skills of SCAG staff
- Avoid duplication of efforts



PILUT EIR Team will Effectively:

- Produce a useful and adequate document
- Highlight environmental factors
- Integrate environmental planning as early and comprehensively as feasible
- Expand public participation

EIR Timeline

Current Activities: Development Phase

- Update Environmental Setting
- Develop Analytical Maps
- Finalize EIR methodology
- Develop Growth Scenarios
- Develop EIR/RTP Alternatives
- Public Participation

EIR Timeline

May – Fall 2003: Analytical Phase

- Evaluate Environmental Effects
- Technical Environmental Studies as needed
- Compare Alternatives
- Develop Mitigation Measures
- Public Participation

EIR Timeline

Fall 2003: Public Comment Period


- Release Draft RTP EIR
- Public Outreach

Winter 2003-2004: Respond to Comments

- Compile and Respond to Comments
- Develop Mitigation Monitoring and Reporting

April 1, 2004: Adopt

- Adopt Final EIR and Findings
- Begin Implementing the Final Mitigation Monitoring and Reporting Program



Questions and Comments?


- EEC is the primary decision-making body for the EIR
- Active and ongoing guidance and participation

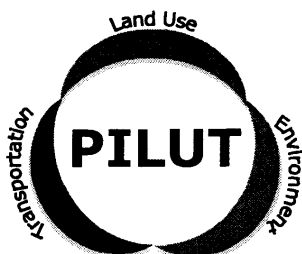
EIR Contact Information:

Ted Harris, SCAG Associate Planner, 213-236-1916,
harrist@scag.ca.gov

Jennifer Merrick, SCAG Associate Planner, 213-236-1926,
merrick@scag.ca.gov

Brett Sears, SCAG Associate Planner, 213-236-1810,
sears@scag.ca.gov





THANK YOU

